

## Slough Borough Council

**Report To:** Corporate Improvement Scrutiny Committee

**Date:** 10<sup>th</sup> February 2025

**Subject:** Controlled Parking Zones

**Lead Member:** Cllr Paul Kelly

**Chief Officer:** Pat Hayes, Executive Director of Regeneration,  
Housing & Environment

**Contact Officer:** Matthew Hooper, Director of Environment &  
Highways

**Ward(s):** All

**Exempt:** No

### 1. Summary

- 1.1 This report summarises the approach to the borough wide rollout of Controlled Parking Zones (CPZs). In 2023, Cabinet approved the co-ordinated rollout of CPZs in Slough as the primary way of managing parking and traffic pressures.
- 1.2 Slough currently has 23 live CPZs, focussed primarily in and immediately around the town centre to tackle inconsiderate parking.

### 2. Recommendation/s/request for direction from the committee

- 2.1 That members offer continuing support for the rollout of CPZs borough wide as a means to tackle inconsiderate parking.

### 3. Report

#### 3.1 Introduction

- The Traffic Management Act 2004 (Section 16(1)) imposes a Network Management Duty to ensure that Slough Borough Council secures the expeditious movement of traffic on the authority's road network and facilitates the expeditious movement of traffic on road networks for which another authority is the traffic authority.
- Under the Road Traffic Regulation Act 1984, councils have powers to make TROs to create legal restrictions, such as designating permit holder parking areas, limited waiting bays, and yellow lines.
- Due to its location immediately west of London and close proximity to Heathrow airport, Slough experiences a high level of nuisance parking generated by commuters and airport users looking to park for free. In addition to these pressures, a number of car businesses operate in the borough and use residential streets and car parks to store their vehicles awaiting sale. While the majority of residents park responsibly, there is a high level of parking non-compliance away from the town

centre. This is seen in the large number of parking related complaints and members enquiries that we receive.

- Slough's Parking Enforcement contractor, SABA, issue a large and increasing number of Penalty Charge Notices (PCNs) in Slough. This led to the Cabinet approving an increase in the number of Civil Enforcement Officers employed by SABA from 13 to 33 in June 2025.

## **3.2 Background**

3.2.1 The introduction of CPZs allows the Council to:

- Prioritise parking for residents within the operational times using residents permits and visitor vouchers.
- Take account of the impact on the local amenities e.g. shops and schools.
- Reduce congestion, obstructive and inconsiderate parking especially at junctions, bends and on footways.
- Control the number of cars parking on the highway.
- Manage displacement parking.
- Promote sustainability and improve air quality by encouraging commuters to use active and sustainable.

3.2.2 Prior to implementation, all schemes require a statutory public consultation for a period of not less than 21 days. The consultation responses must be taken into account in the design of the Traffic Regulation Order (TRO) which implements the CPZ.

## **4. Criteria for Implementation**

4.1 SBC has a CPZ Policy that sets out when CPZs will be introduced and how they will be run. This is attached at appendix C.

4.2 The Policy states that schemes will be considered where one or more of the situations outlined below applies. These are intended to be examples and the below does not constitute an exhaustive list:

- If there are highway safety and access issues
- If there is a significant risk of accidents
- Traffic management or environmental reasons or
- To incorporate wider integrated traffic or parking management schemes or the objectives detailed in the LTP
- Restrictions on parking, such as yellow lines, should not be used as a way of meeting other strategic objectives. The introduction of single or double yellow lines will only be considered in residential areas where:
  - Services and/or emergency vehicles cannot gain access to a road due to parked vehicles, effecting site lines.
  - There are significant road safety issues arising due to the location of parked vehicles
  - Significant traffic delays and/or congestion is occurring due to the parked vehicles during peak traffic flow periods

- 4.3 SBC has a duty to undertake consultation with the local community prior to making a decision on whether to implement a CPZ. This should last at least 21 days. Responses received must be analysed and a report produced to summarise local views. Where valid concerns are expressed the Council has a responsibility to take account of those views in the design and implementation of the scheme.
- 4.4 It is important to note that it is usual for a number of resident to object to schemes on the basis of cost. In these situations the council should take a balanced view of the need for the restrictions against the costs to the residents. Unfortunately, if the Council chose not to implement schemes which received objections on the grounds of cost, very few schemes would proceed to implementation and parking pressures in Slough would be very challenging to manage.
- 4.5 The cost of implementing a scheme is approximately £10,000 and we therefore need to take cost/benefit into account.

## **5. CPZ Enforcement**

- 5.1 SABA is Slough's Parking Enforcement contractor and undertakes all CPZ enforcement in the borough. There are a number of KPIs in the contract which are monitored, daily, weekly and monthly. Monthly and quarterly meetings are in place with senior SABA managers to assess performance.
- 5.2 Hourly issuance and PCN cancellations are monitored on a monthly basis with SABA being held to account where performance standards are not met.
- 5.3 PCNs issued in CPZs constitute 40% of all PCNs issued in Slough.
- 5.4 SABA has recently employed a Compliance Manager to undertake unannounced street based spot checks of CEO performance. This is to ensure any malpractice is identified and dealt with as early as possible.

## **6. CPZ Rollout**

- 6.1 The timeline for the borough wide rollout of CPZs must be understood in the context of the resources Slough has to deliver it. The rollout is led by the Parking & Highways Manager with technical support from one Parking Engineer. We have recently added another 0.5 FTE Parking Engineer to help increase the pace of the rollout. Each scheme requires a detailed street by street design to be created, then we consult with members prior to the public consultation. After implementing changes requested by members we then hold the public consultation. Typically consultations received a large number of responses and each of these needs to be analysed by the Parking Engineer and a report produced. Then the scheme is revised as a result of the views expressed and the legal process of drawing up a Traffic Regulation Order begins.
- 6.2 The implementation process is very time consuming and to reflect this a growth bid has been placed for more Parking Engineers to help drive the programme forward.

## **7. Consultation & Complaints**

- 7.1 Consultation is undertaken locally in each zone before a decision is made to implement. The purpose of consultation is to gain a better understanding of whether

the design of the scheme is workable in the local area and doesn't cause additional problems with parking and traffic movements. It is important to note that consultation is not a 'vote' or referendum on whether a CPZ is introduced.

7.2 CPZs are a vital tool in the management of parking and traffic pressures. In many cases this will relate to the safety of pedestrians and motorists in a given area. The Council is under a statutory duty to ensure its roads are safe under section 41 of the Highways Act 1980 and as a consequence, the Council retains discretion over whether CPZs are implemented. This helps avoid situations where consultations highlight a majority of residents in opposition to the scheme for reasons other than safety and traffic flow. In Slough, a large number of residents object to new schemes on the basis of permit costs, which is not a valid consideration when there are clear pressures in the area.

7.3 Resident participation with consultations typically varies between 5-20% of households in the area. As stated above, as the consultation does not constitute a 'vote' it is neither possible or lawful to set a threshold for the number of responses that would constitute a rejection or acceptance of the proposal.

7.4 Typical themes of consultation responses and complaints relate to:

- permit costs
- commuter parking
- lack of resident parking (town centre)
- verge and junction parking
- local trader parking

7.5 The most common amendments made to CPZ designs following consultation are (1) the hours of operation, (2) the length of free stays, (3) reduction in proposed double yellow lines to accommodate more parking.

## **8. PCN Recovery**

8.1 PCN recovery (i.e. PCNs that are paid) is very good in Slough. In 2023/4 Slough issued 65,500 PCNs and recovered 96% of all pursuable PCNs.

8.2 As PCNs can take as long as 18 months to conclude, PCN recovery for financial year 2024/5 stands currently at 89% of all pursuable PCNs but this will increase over time. The total number of PCNs issues in 2024/5 was 80,000, substantially more than the previous year.

## **9. Implications**

### **Financial implications**

9.1 There are no financial implications arising from this report.

### **Legal implications**

9.2 There are no legal implications arising from this report.

### **Equalities Implications**

9.3 There are no equalities implications arising from this report.

**Corporate Parenting Implications**

9.4 There are no corporate parenting implications arising from this report.

**Risk management implications**

9.5 There are no risk management implications arising from this report.

**Environmental implications**

9.6 There are no environmental implications arising from this report

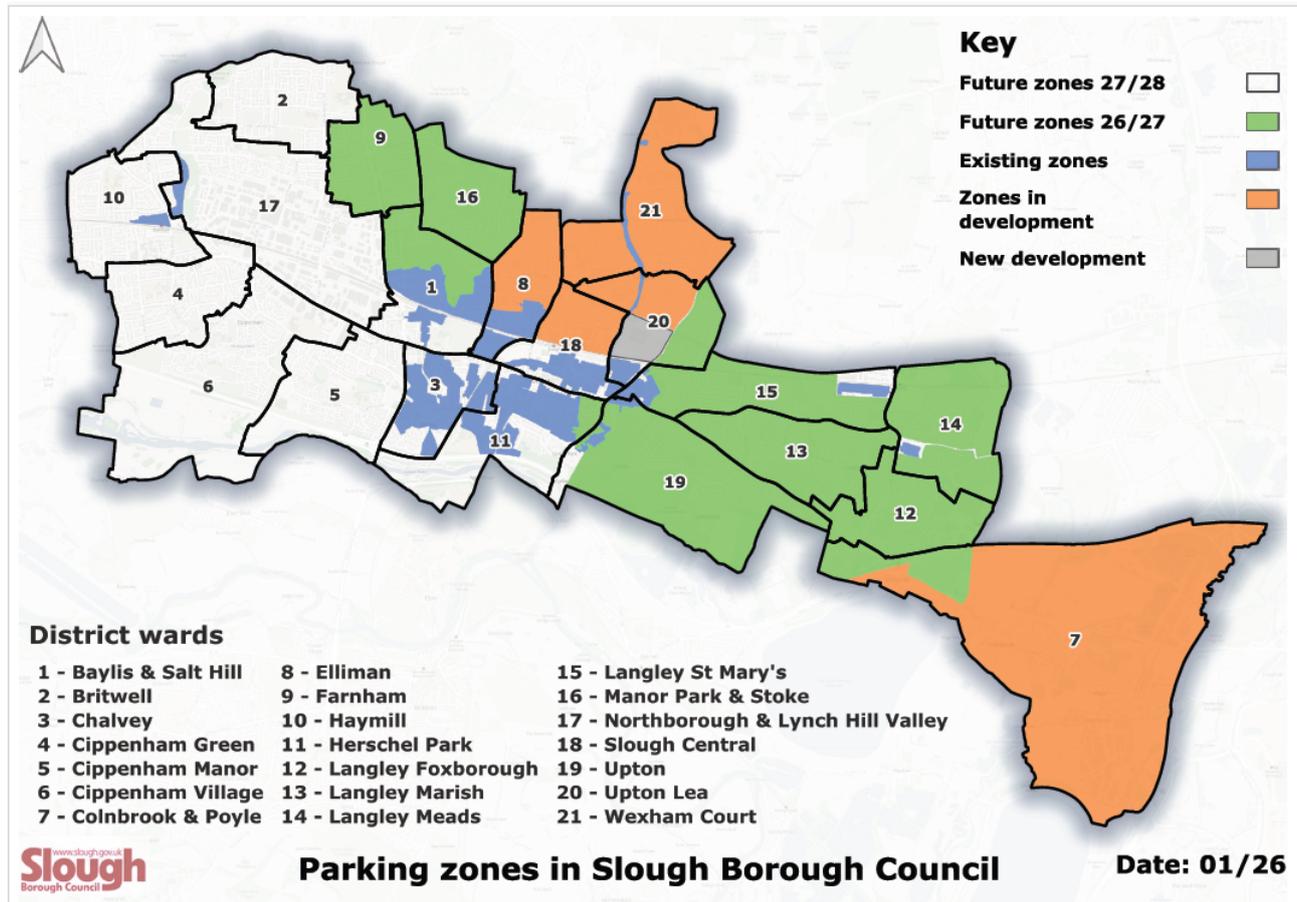
**10. Appendices**

None

## Appendix A – CPZ Rollout Map

The map below sets out the areas with existing CPZs (in blue), soon to be implemented CPZs (orange) and planned CPZs (green).

The plan for the rollout is to ensure all areas in central and eastern Slough are covered by CPZs to deal with the most urgent pressures (commuter and airport parking). Once these are completed we will commence work on the section of the borough in between (i.e. Langley & Upton) and lastly we will cover the remaining western section of the borough.



CPZ	Consultation	Implementation
<b>Orange zones</b>		
CP 1-6 (ward 7)	Complete	Mar-26
Elliman	Apr-26	Sep-26
Wexham	Apr-26	Sep-26
<b>Green zones</b>		
Farnham	Jun-26	Nov-26
Manor Park & Stoke	Jun-26	Nov-26
Baylis & Salt Hill	Jun-26	Nov-26
Langley Foxborough	Jul-26	Feb-27
Langley Meads	Jul-26	Feb-27
Langley Marish	Oct-26	Mar-27
Langley St. Mary's	Oct-26	Mar-27
Upton	Oct-26	Mar-27

## Appendix B – Numbers of PCNs issued by individual CPZ in 2024/25 and 2025/26

Zone Name	Area	Penalty Charge Notices (PCNs) Issued 24/25	Penalty Charge Notices Issued 25/26
A	Chalvey Ward - Off Windsor road, Chalvey Park	953	1,338
B	Herschel Park – Town Centre Area	9,990	9,202
B1	Central – Off Wellington street -Aldin Av South	128	53
B2	Wexham Road – outside Post Office	1,394	2,036
BS1	Baylis _ Off Stoke Poges lane to Whitby road	172	546
BS2	Baylis _ Off Stoke Poges lane – Carmarthan Rd Pool Lane	302	751
C	Langley St Marys – off Sussex place, behind Sainsburys	119	94
CP	London Road o/s shop heading into Colnbrook	37	66
D	Elliman – Queens Road	414	347
E	Upton- Sussex Place area	20	28
F	Northborough – Littlebrook Avenue	16	17
G	Chalvey Park	571	780
H	Elliman – Lansdown Avenue area	258	459
J	Baylis - Salt Hill Way	245	77
K1	Central - Petersfield Avenue	1,286	2,629
K2	Central - St Pauls Avenue	136	538
L	Chalvey/ Herschel Park – The crescent/ Martin/College/Ragston	3,737	4,068
L1	Herschel Park – Kings Road/Windsor Road	779	749
L2	Chalvey – Arthur/Ledgers/king Edward area	1,294	1,176
M	Central - Stratfield/Wellesley	1,062	1,014
N	Herschel Park - Arborfield/Winvale area	149	258
O	Chalvey - Chalvey Gardens	36	130
P1	Chalvey - Darvills Lane	100	121
P2	Chalvey – The Green/Alexandra/Turton way area	613	1,090
P3	Chalvey – Seymour/Bourne Road	9	9
Q	Haymill – Sandringham Court	319	243
R	Langley St Marys - Alderbury Road	380	143
R1	Langley Meads - Elmhurst Road	502	564
S	Baylis - Windmill Road	49	29
U	Upton - Upton Road/Parkside Walk	116	105
W	Wexham Court - Huxley Close	12	8
Y	Elliman - Stranraer Gardens	14	27
Z	Upton Lea - Diamond Road Area	3,046	2,751
<b>Total</b>		<b>28,258</b>	<b>31,446</b>

Schemes highlighted in orange are where elements of the scheme have been temporarily suspended.

**Appendix C – CPZ Policy**

[CPZ Policy June 2025.pdf](#)